



Seaport Access Stakeholder Workshop



August 8, 2006

Workshop Objective:

Community and Port Stakeholder Input on Port Access Issues

New Ideas

New Solutions

Agenda

- 8:30 am Registration
- 9:00 am Welcome and Introductions
- 9:30 am Alternatives for Dedicated Port Access
- 10:15 am Break
- 10:30 am Use of Rail
- 11:00 am Use of Appointment Systems and/or Incentive Programs for Off-peak Use
- 11:45 am Status of Port's New Cargo Gate
- Noon Adjourn



Introductions

Welcome!!

Bill Johnson

Port Director

Dante B. Fascell

Port of Miami-Dade



Alternatives for Dedicated Port Access

Local Participation in FDOT Port Tunnel Project

Seaport Access Workshop
August 8, 2006

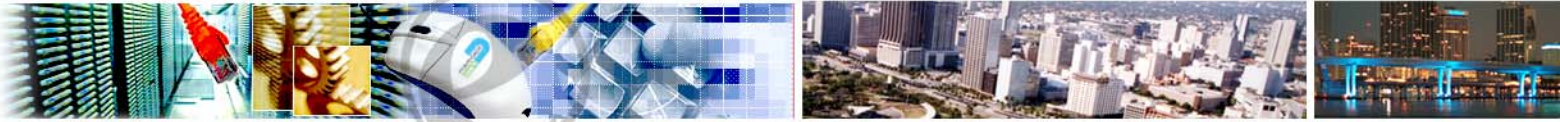


Delivering Excellence Every Day



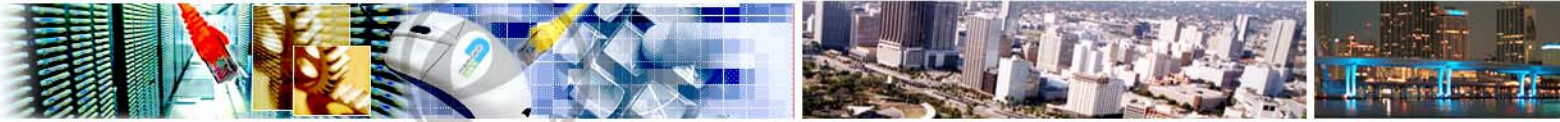
DISCUSSION TOPICS

- Project Summary
- FDOT Expectations of Local Participation
- Funding Identified by County
- Other Funding Sources
- Additional Considerations



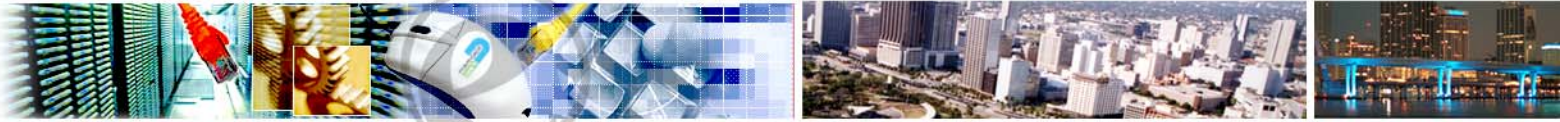
PROJECT DETAILS SUMMARY

- FDOT is searching for a Concessionaire to develop, design, construct, finance, operate & maintain the tunnel.
- The proposed compensation mechanism sees FDOT paying the Concessionaire:
 - Milestone construction payments in project's first five years;
 - Availability payments during the projected 30 year concession term, based on availability of tunnel sections for usage by the public.
- FDOT has asked the County to be a funding partner at up to 50% of total project cost



PROJECT COST

- FDOT brought on a pair of cost estimators:
 - *Pearson Brinkerhoff* ; and
 - Independent Cost Estimator (*Lachel, Felice & Assoc.*)
- Splitting the difference between the two estimates, FDOT anticipates a total construction cost of approximately \$1 billion.
- FDOT's financial consultant - *Jeffrey A. Parker & Assoc.* - built a model of potential concessionaire's cash flows based on this cost to prepare the RFP.



CONCESSIONAIRE PAYMENTS

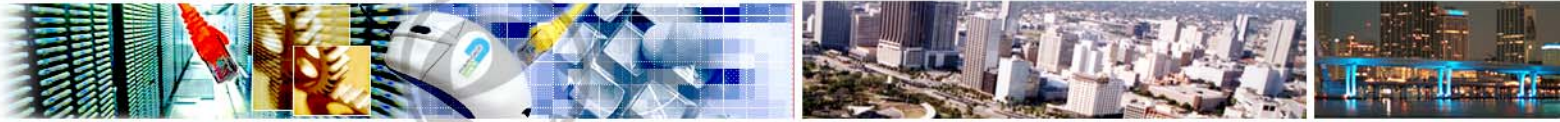
- The Concessionaire will be paid with minimal construction milestone payments and availability payments for keeping the tunnel open for operations over the 30-year agreement term.
- RFP incorporates a Maximum Availability Payment (MAP) defining the upper limit of what FDOT will pay to a Concessionaire for this project
- Bids received by consortia calling for more than the maximum number will be deemed unresponsive
- The County has used these figures as its reference point as to how much of a funding partner it can be



FUNDING

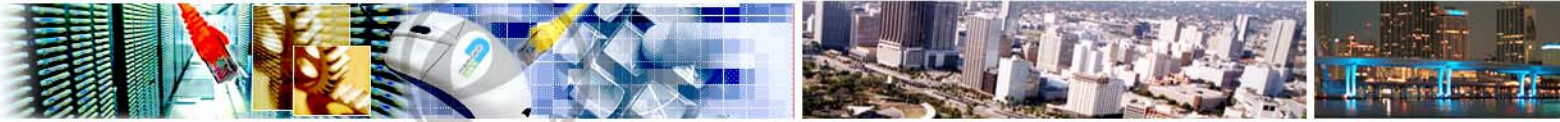
- No Federal participation in the project
 - Increases need for large local share
 - Outside current funding cycle; next is 5/6 years off
 - No guarantee that the project would receive \$
 - Earmarking for specific projects losing viability
- FDOT seeks to receive approximately \$550 million (in 2007\$) from local partners*
- Represents roughly 50 % of capital cost.

* Contingency Reserve contributions & Right-of-Way assistance figures must be considered as well.



LOCAL PARTICIPATION: OTHER SOURCES

- Seaport Stakeholders
 - Port tariffs/fees:
 - o Cargo
 - o Cruise
 - Based on current projections and estimates, an average increase in the range of 5-6% in the tariffs/fees at tunnel opening in 2013 would finance \$100 million in Seaport funding participation
- City of Miami
- In-kind contributions
 - Land donation
 - Utility assistance



Reduced Lane Widths On 5th Street



**Miami-Dade
Community
College**

**Federal
Building**

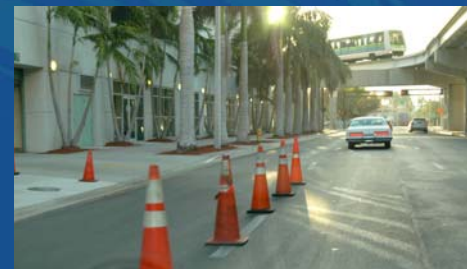


Alternatives for Dedicated Port Access



Alternatives for Dedicated Port Access

- Preserve port access corridors (1st & 2nd Avenue)
- Dedicate 5th and 6th Streets as main port access
- Remove Federal barricades
- Remove traffic cones at college
- I-95 Ramp and I-395 Connector Project
- Depressed sections



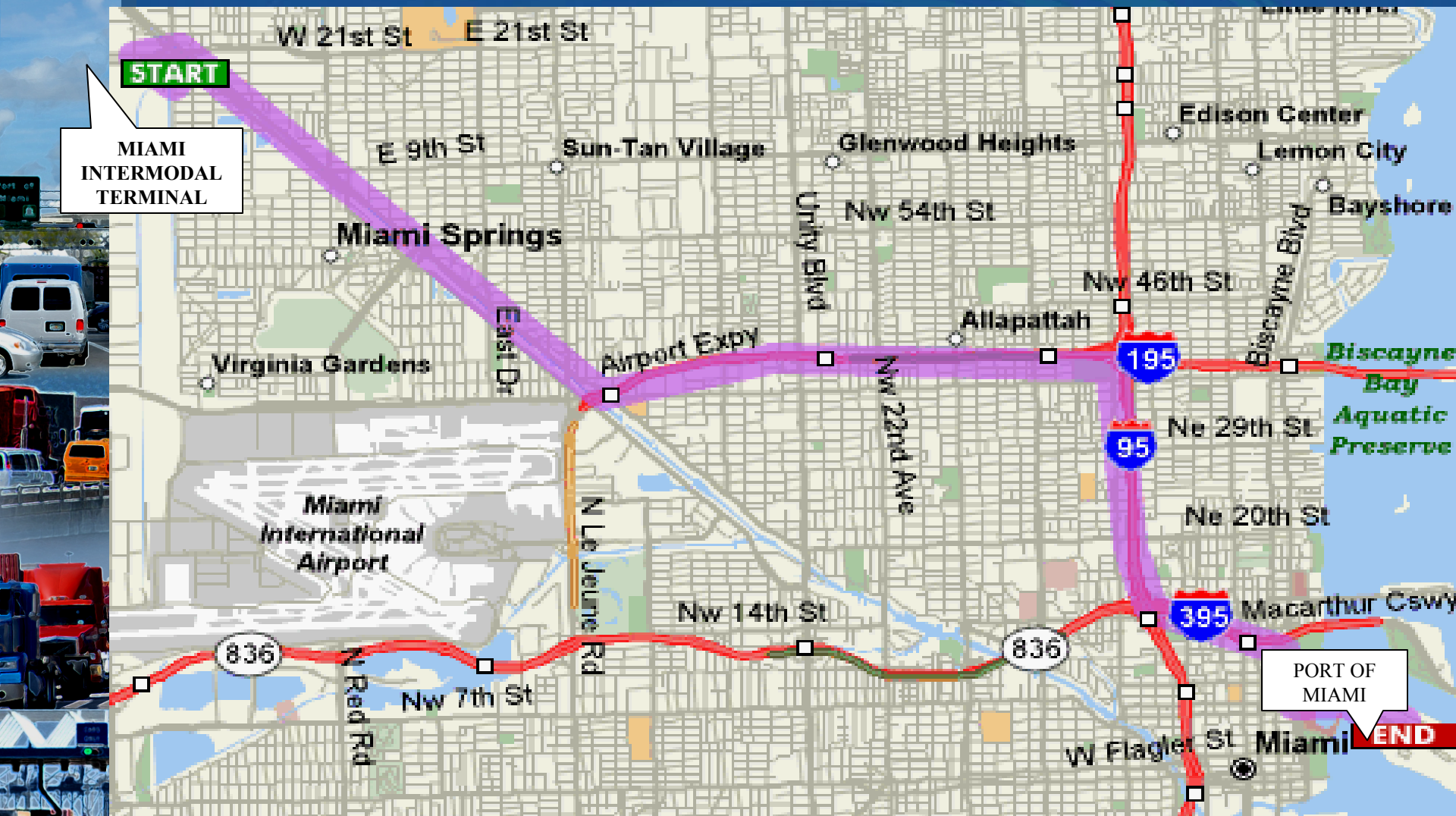


15 Minute Break



Use of Rail

Use of Rail



Use of Rail

- Rail movements handled by Florida East Coast Railway
- Single rail track at the port
- No on-dock rail yard
- Hialeah rail yard located 12.5 miles from port
- Restricted rail access into port





***Use of Appointment Systems
and/or Incentive Programs
for Off-peak Use***

Appointment System

- Ports of Vancouver, Oakland, Los Angeles, Long Beach and Napoleon Yard at New Orleans
- Truckers go on-line to make appointment
- Terminal operator decides when the truck should arrive
- Truckers without appointment are turned away
- Peaking and gate congestion is controlled

The screenshot shows the MultiTrack web application interface. At the top, there is a header with the 'STS' logo, a 'User: Guest' field, a 'Terminal: BENT Oakland' dropdown, and a 'MultiTrack' logo. Navigation links include 'Terminal Information', 'Trucker Instru', 'Log On | Sign Up | Contact Us | Help'. Below the header is a 'QuickTrack - Select:' dropdown menu set to 'Import Container'. A navigation bar contains links: 'Daily Message', 'Vessel Schedule', 'Import', 'Export', 'Gate', 'Review Notifications', and 'My Account'. The main content area features a green banner for 'Truckers - use the data from the Premier Appointment System (PAS) to find less busy periods of time so you can more intelligently sequence moves to improve turn-time.' Below this is a 'Message of the Day' section with text about the Ben E. Nutter terminal opening at 0700 and the last truck being allowed at 1615. It also mentions that appointment placards can be obtained via the Port of Oakland Web Portal at www.bawtc.com/opa. A section titled 'Terminal Activity by Area' shows updated data for 07/25/06 10:00. The activity levels are: Traffic Outside the Terminal (waiting to enter): Light; In-gate Lanes, 9 and 1 through 7 (estimated Trucks): 7; Out-gate Lanes, 1 through 4 (estimated Trucks): 2; Decked Import (Trans-tainer Row C): Light; Decked Export (Rows A and B): Light; Empty Yard: Light. A legend indicates activity is described as either: None, Light, Moderate, or Heavy. At the bottom, it states: 'Turn times are estimated to be 15 to 30 minutes during Light activity, 30 to 45 minutes during Moderate activity, and potentially in excess'. The interface includes a status bar at the bottom with an 'Internet' icon.

User: Guest
Terminal: BENT Oakland
MultiTrack
Terminal Information | Trucker Instru
Log On | Sign Up | Contact Us | Help

QuickTrack - Select: Import Container

Daily Message | Vessel Schedule | Import | Export | Gate | Review Notifications | My Account

Truckers - use the data from the Premier Appointment System (PAS) to find less busy periods of time so you can more intelligently sequence moves to improve turn-time.

Message of the Day
The Ben E. Nutter terminal opens at 0700 with the last truck being allowed into the terminal at 1615 for all transactions Monday through Friday.
Appointment placards can be obtained via the Port of Oakland Web Portal at www.bawtc.com/opa

Terminal Activity by Area
Updated: 07/25/06 10:00

Traffic Outside the Terminal (waiting to enter):	Light
In-gate Lanes, 9 and 1 through 7 (estimated Trucks)	7
Out-gate Lanes, 1 through 4 (estimated Trucks)	2
Decked Import (Trans-tainer Row C):	Light
Decked Export (Rows A and B):	Light
Empty Yard:	Light
Activity is described as either:	None Light Moderate Heavy

Turn times are estimated to be 15 to 30 minutes during Light activity, 30 to 45 minutes during Moderate activity, and potentially in excess

Internet

What is PierPASS?

Not-For-Profit Corporation

Organized to *Reduce Congestion, Traffic and Pollution*
in the LA/LB Ports Area

Members include *a//* 12 LA/Long Beach Marine Container
Terminal Operators

Operating with FMC approval

What is PierPASS?

Collects Traffic Mitigation Fee to discourage day moves:

- Against Beneficial Cargo Owners (BCO)
- For Daytime Truck Pickup/Delivery
- To Fund Night/Weekend Terminal Operations
- Currently \$50/TEU, \$100/FEU

Why was PierPASS necessary?

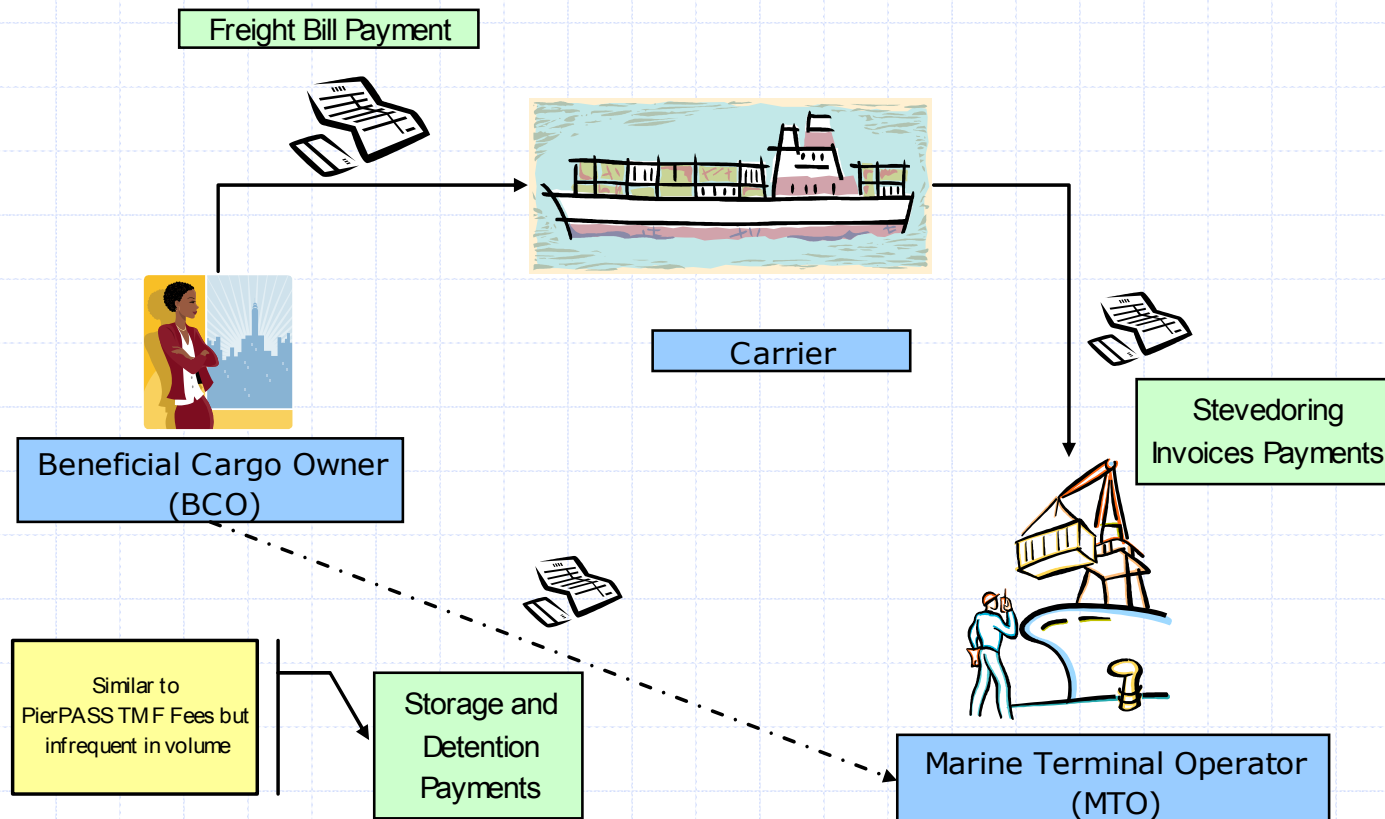


Why was PierPASS necessary?



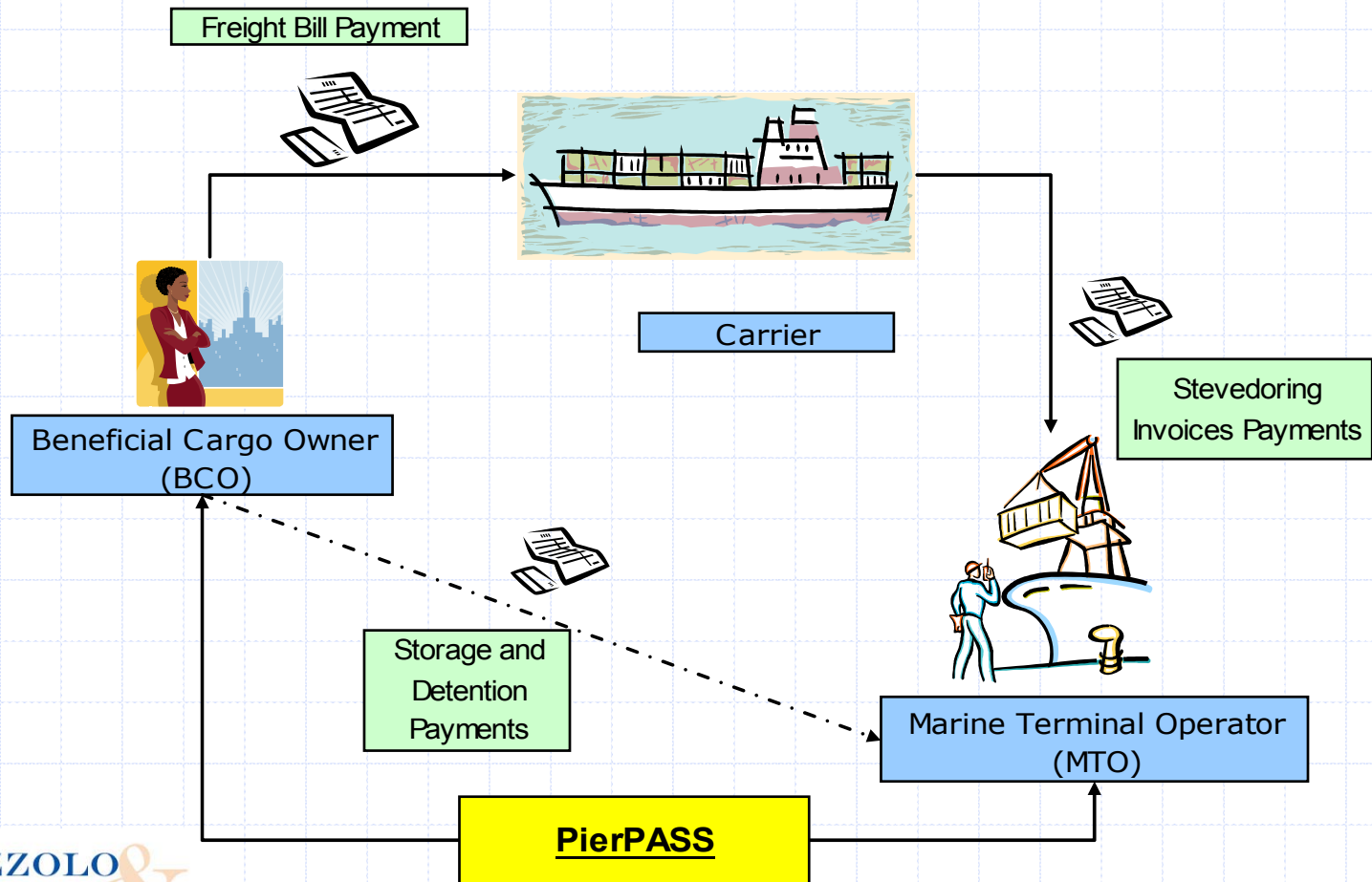
How Does PierPASS Work?

Terminal Payment Mechanisms "Before"



How Does PierPASS Work?

Terminal Payment Mechanisms "After"



PierPASS Lessons Learned

Leadership is key to success

Key stake-holders must support program

Solution must incorporate robust technology

Truckers will benefit

Program works!

- 30% to 40% of LA/LB freight moves off-peak
- Over 2.5 million truck loads were diverted in first 12 months of operation

Reference:

www.pierpass.org

www.palazzolo-cpa.com



Status of New Cargo Gate

Status of New Cargo Gate

Solved Issues (June and July)

- Red tag issues resolved – Control Building
- Electrical /communication design gaps addressed
 - Control Building
 - Gate
- West Port Blvd construction ongoing
- Contractor claims settled
- East Port Blvd re-design in process
- POMTOC Gate moving forward



Status of New Cargo Gate

Completion Schedule

- **Electrical /Communication**
 - **Design 8/9/06**
 - **Permitting 9/5/06**
 - **Construction Complete 11/21/06**
 - **Start up 12/15/06**
- **Western Port Blvd**
 - **Completion 10/21/06**
- **Eastern Port Blvd Phase I**
 - **Completion 03/30/07**
- **Eastern Port Blvd Phase II**
 - **Completion 07/15/07**



Comments

- Written comments can be directed to:

TranSystems Corporation

Shannon McLeod

semcleod@transystems.com

757-627-1112



Seaport Access Stakeholder Workshop



Thank You